

ward with the rest of the task force to await dawn, while a single destroyer, *Hughes*, stood by the stricken carrier.

The following day broke with *Yorktown* still afloat, and efforts began to salvage the battered warship. Though the Japanese had abandoned the Midway attack and had begun retiring toward Japan, submarine *I-168* had orders to sink *Yorktown*. After a 24-hour search, the enemy submarine found her quarry on the 6th and attacked with a spread of four torpedoes. One missed completely, two passed under destroyer *Hammann* alongside the carrier and detonated in *Yorktown's* hull, while the fourth broke *Hammann's* back. The destroyer sank in less than four minutes. The carrier remained afloat until early on the morning of the 7th. At about dawn, she finally rolled over and sank.

*Astoria* remained as flagship for TF 17, as it operated north of Midway, until shortly after midday on 8 June when TF 11 arrived on the scene, and Rear Admiral Fletcher transferred his flag to *Saratoga*. On 11 June, Admiral Nimitz, satisfied that the major Japanese thrust had been thwarted, ordered his carrier task forces back to Hawaii, and *Astoria* reentered Pearl Harbor with them on 13 June. During the early summer of 1942, she completed repairs and alterations at the Pearl Harbor Navy Yard and carried out training in the Hawaiian operating area.

By the beginning of August, *Astoria* had been reassigned to Task Group (TG) 62.3, Fire Support Group L, to cover the Guadalcanal-Tulagi landings. Early on the morning of 7 August, the heavy cruiser entered the waters between Guadalcanal and Florida Islands in the southern Solomons. Throughout the day, she supported the marines as they landed on Guadalcanal and several smaller islands nearby. The Japanese launched air counterattacks on both the 7th and 8th, and *Astoria* helped to defend the transports from those attacks.

On the night of 8 and 9 August, a Japanese force of seven cruisers and a destroyer under Rear Admiral Gunichi Mikawa sneaked by Savo Island and attacked the American ships. At the time, *Astoria* had been patrolling to the east of Savo Island in column behind *Vincennes* (CA-44) and *Quincy* (CA-39). The Japanese came through the channel to the west of Savo Island and opened fire on the *Chicago*-HMAS *Canberra* force first at about 0140 on the morning of the 9th, hitting both cruisers with torpedoes and shells. They then divided—inadvertently—into two separate groups and turned generally northeast passing on either side of *Astoria* and her two consorts. The enemy cruisers began firing on that force at about 0150, and the heavy cruiser began return fire immediately. She ceased fire briefly because her commanding officer temporarily mistook the Japanese force for friendly ships but soon resumed shooting. *Astoria* took no hits in the first four Japanese salvos, but the fifth ripped into her superstructure turning her into an inferno amidships. In quick succession, enemy shells put her number 1 turret out of action and started a serious fire in the plane hangar that burned brightly and provided the enemy with a self-illuminating target.

From that moment on, deadly accurate Japanese gunfire pounded her unmercifully, and she began to lose speed. Turning to the right to avoid *Quincy's* fire at about 0201, *Astoria* reeled as a succession of enemy shells struck her aft of the foremast. Soon thereafter, *Quincy* veered across *Astoria's* bow, blazing fiercely from bow to stern. *Astoria* put her rudder over hard left and avoided a collision while her battered sister ship passed aft, to starboard. As the warship turned, *Kinugasa's* searchlight illuminated her, and men on deck passed the order to number 2 turret to shoot out the offending light. When the turret responded with *Astoria's* 12th and final salvo, the shells missed *Kinugasa* but struck the number 1 turret of *Chokai*.

*Astoria* lost steering control on the bridge at about 0225, shifted control to central station, and began steering a zig-zag course south. Before she made much progress, though, the heavy cruiser lost all power. Fortunately, the Japanese chose that exact instant to withdraw. By 0300, nearly 400 men, including about 70 wounded and many dead, were assembled on the forecastle deck.

Suffering from the effects of at least 65 hits, *Astoria* fought for her life. A bucket brigade battled the blaze on the gun deck and the starboard passage forward from that deck, and the wounded were moved to the captain's cabin, where doctors and corpsmen proceeded with their care. Eventually, however, the deck beneath grew hot and forced the wounded back to the forecastle. The bucket brigade made steady headway, driving the fire aft on the starboard side of the gun deck, while a gasoline handy-billy rigged over the side pumped a small stream into the wardroom passage below.

*Bagley* (DD-386) came alongside *Astoria's* starboard bow and, by 0445, took all of the wounded off the heavy cruiser's forecastle. At that point, a small light flashed from *Astoria's* stern, indicating survivors on that part of the ship. Signalling the men on the heavy cruiser's stern that they had been seen, *Bagley* got underway and rescued men on rafts—some *Vincennes* survivors—and men who had been driven overboard by the fires blazing on board *Astoria*.

With daylight, *Bagley* returned to the heavy cruiser and came alongside her starboard quarter. Since it appeared that the ship could be saved, a salvage crew of about 325 able-bodied men went back on board *Astoria*. Another bucket brigade attacked the fires while the ship's first lieutenant investigated all accessible lower decks. A party of men collected the dead and prepared them for burial. *Hopkins* (DMS-13) came up to assist in the salvage effort at about 0700. After securing a towline, *Hopkins* proceeded ahead, swinging *Astoria* around in an effort to tow her to the shallow water off Guadalcanal. A second gasoline-powered handy-billy, transferred from *Hopkins*, promptly joined the struggle against the fires. *Wilson* (DD-408) soon arrived on the scene, coming alongside the cruiser at about 0900 to pump water into the fire forward. Called away at 1000, *Hopkins* and *Wilson* departed, but the heavy cruiser received word that *Buchanan* (DD-484) was on the way to assist in battling the fires and that *Alchiba* (AK-23) was coming to tow the ship.

Nevertheless, the fire below decks increased steadily in intensity, and those topside could hear explosions. Her list increased, first to 10 degrees and then 15. All attempts to shore the shell holes—by then below the waterline due to the increasing list—proved ineffective, and the list increased still more. *Buchanan* arrived at 1130, but could not approach due to the heavy list. Directed to stand off the starboard quarter, she stood by while all hands assembled on the stern. With the port waterway awash at noon, Capt. Greenman gave the order to abandon ship.

*Astoria* turned over on her port beam, rolled slowly, and settled by the stern, disappearing completely by 1215. *Buchanan* lowered two motor whaleboats and, although interrupted by a fruitless hunt for a submarine, came back and assisted the men in the water. *Alchiba*, which arrived on the scene just before *Astoria* sank, rescued 32 men. Not a man from the salvage crew lost his life.

*Astoria* (CA-34) earned three battle stars during World War II.

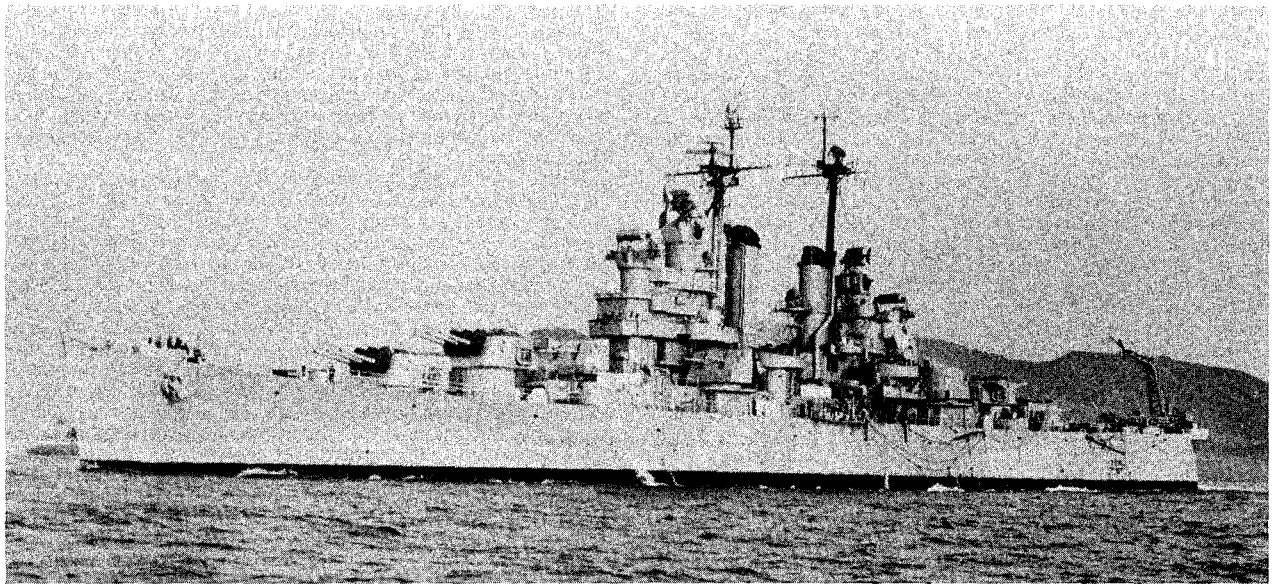
### III

(CL-90: dp. 10,000; l. 610'1"; b. 66'4"; dr. 25'8"; s. 31.6 k. (tl.); cpl. 1,263; a. 12 6", 12 5", 28 40mm., 22 20mm.; cl. *Cleveland*)

The third *Astoria* (CL-90) was laid down on 6 September 1941 at Philadelphia, Pa., by the William Cramp & Sons Shipbuilding Co.; launched on 6 March 1943; sponsored by Mrs. Robert Lucas, the wife of the editor of the *Astorian-Budget*; and commissioned at the Philadelphia Navy Yard on 17 May 1944, Capt. George C. Dyer in command.

The light cruiser conducted shakedown training in the vicinity of Bermuda between 6 June and 23 July and returned to Philadelphia on the latter day for post-shakedown overhaul. She departed Philadelphia on 19 September, bound for the Pacific. Steaming via the Panama Canal, *Astoria* arrived in San Diego on 3 October. Later in the month, she moved to the Mare Island Navy Yard and got underway for Hawaii on the 25th. She arrived at Oahu on the 31st and remained at Pearl Harbor until 16 November. On that day, she got underway for Ulithi Atoll in the Western Carolines. She made a stop at Eniwetok in the Marshalls before entering the lagoon at Ulithi on 25 November. There, the warship reported for duty with Task Group (TG) 38.2 of the Fast Carrier Task Force.

*Astoria* sortied with Task Force (TF) 38 on 11 December 1944 for her first war cruise. Her mission was to serve in the anti-aircraft screen of the carriers while their planes supported the landings of Mindoro. The flattops launched air strikes between 14 and 16 December. Weather began turning bad on the 17th and, that night and the next day, *Astoria* steamed with TF 38 through the infamous typhoon that sank destroyers *Spence* (DD-512), *Hull* (DD-350), and *Monaghan* (DD-354). However, the cruiser weathered the storm fairly well. After two days of searches for the survivors of the three lost destroyers, TF 38 headed back to Ulithi for a Christmas rest.



*Astoria* (CL-90), leaving what appears to be San Diego, Calif., circa 1947, painted in overall post-war haze gray. Note her square bridge front, common to late *Cleveland*-class light cruisers. (USN 1045604)

She departed Ulithi again on the 30th, when TF 38 got underway to provide air support for the Luzon landings scheduled for 9 January 1945. The carriers' direct support for that operation lasted from 6 to 9 January. On the night of the 9th, Admiral Halsey led TF 38—including *Astoria*—into the South China Sea to begin raiding Japan's inner defenses. For the next two weeks, the carriers pounded military targets in Japanese-held southern China and French Indochina pausing periodically to harass Formosa. While *Astoria* steamed in the screen, the carrier air groups bombed shipping and shore installations in the vicinity of Camranh Bay, Hong Kong, Canton, Formosa, and Hainan Island, before the task force returned to Ulithi on 25 January.

Early in February, the cruiser again sortied with the carriers—now redesignated TF 58 with Admiral Spruance's assumption of command—to launch the first strikes against the Japanese home islands since the Halsey-Doolittle raid of 1942. The force arrived off Honshu on 16 February and began two days of air raids on the Tokyo Area. On the 18th, TF 58 headed south, took a passing punch at Chi Chi Jima in the Bonins, and arrived off Iwo Jima by mid-afternoon the next day. While the carrier aircraft provided air support for the landings, *Astoria* moved in close to shore on the 21st to begin a 26-hour period of gunfire support for the troops ashore. She then steamed north to support the carriers in further strikes against Tokyo before returning to Ulithi by 3 March.

On 14 March, she returned to sea with TF 58 to begin support of the impending campaign to capture Okinawa in the Ryukyu Islands. During that operation, *Astoria* remained at sea with the fast carriers for 80 days while their planes struck at shipping, airfields, and other installations on and around Kyushu, Shikoku, and Honshu as well as on Okinawa and the surrounding islands. The cruiser supplied antiaircraft defense for the carriers of her task group and claimed to have splashed 11 enemy planes and to have assisted in downing numerous others. She concluded her long cruise in support of the conquest of Okinawa when she arrived at Leyte in the Philippines on 1 June.

There, she remained for a month of repairs with some opportunity for her crewmen to enjoy rest and relaxation. On 1 July, she returned to sea for her final combat of the war. She screened the carriers once more as they launched their planes at the Japanese home islands. During that time, she and Cruiser Division (CruDiv) 17 conducted two unsuccessful antishipping sweeps along the coast of Honshu. The first came on the night of 17 and 18 July while the second occurred on the night of 24 and 25 July. The carriers continued strikes on Japan throughout July and during the first two weeks of August.

After the Japanese agreed to capitulate and hostilities ceased on 15 August, she continued to patrol off Honshu with TF 38. She remained on that assignment until 3 September when she received orders to return to the United States. The warship arrived in San Pedro, Calif., on 15 September and remained there until 24 November. On the latter day, she got underway for Hawaii. *Astoria* arrived in Pearl Harbor on the 30th and conducted type training for several days. She headed back to San Pedro on 10 December and arrived there on the 15th.

For the next 10 months, she ranged up and down the Pacific coast of North America from San Diego in the south to Vancouver, British Columbia, in the north. On 15 October 1946, *Astoria* departed San Pedro on her way to the Central Pacific. Steaming via Pearl Harbor, she arrived at Guam in the Mariana Islands on 2 November. She operated in the Marianas, frequently visiting both Guam and Saipan, until mid-February 1947. On the 19th, she departed Guam. Sailing by way of Kwajalein in the Marshalls and Pearl Harbor, the cruiser entered port at San Diego on 24 March. There, she resumed duty along the Pacific coast until October of 1948.

On 1 October, the ship headed for the Far East. She made a three-day stop at Pearl Harbor before continuing on to Tsingtao, China, where she arrived on the 29th. For almost four months, she cruised Asian waters, visiting such ports as Inchon and Pusan in Korea, Sasebo and Yokosuka in Japan, and Shanghai and Tsingtao in China. On 16 February 1949, *Astoria* departed Yokosuka to return to the United States. After the customary stop at Pearl Harbor, the warship arrived in San Francisco on 8 March. On 1 July 1949, *Astoria* was placed out of commission and was berthed with the San Francisco Group, Pacific Reserve Fleet. There, she stayed until 20 May 1958 when she was transferred to the San Diego Group. The light cruiser remained in reserve for another 11 years. On 1 November 1969, her name was struck from the Navy list. She was sold on 12 January 1971 to the Nicolai Joffe Corp., of Beverly Hills, Calif., for scrapping.

*Astoria* (CL-90) earned five battle stars during World War II.

#### *Astrea*

A variant spelling of *Astraea*, the Greek and Roman goddess of Justice. She has been identified by some classical writers as the daughter of *Astraeus*, the king of Arcadia and by others as the child of Titan by *Aurora*, and still others as the offspring of Jupiter and *Themis*. *Astraea* supposedly lived on earth where she befriended men during the mythical golden age; but human

wickedness drove her to the heavens during the bronze age. There, she became one of the constellations of the zodiac under the name Virgo. She has been represented in art as a stern young woman who holds the scales of justice in one hand and a sword in the other.

(MB: t. 12; l. 35'0"; b. 8'6"; dr. 3'0" (forward); s. 8.0 k.; cpl. 6; a. 1 mg., 1 Y-gun)

*Astrea*—a wooden-hulled motorboat built in 1916 by Rood and Benner, boatbuilders—was enrolled by the Navy for use as a section patrol (SP) craft on 7 June 1917. Delivered to the Navy by her owner, Ralph DeConta of East Boston, Mass., on 17 June 1917, *Astrea*—classified as SP-560—was, according to one source (*Ship's Data*, 1 October 1918) commissioned on 27 June 1917. Records indicate that the craft served as the engineer officer's boat at Boston Navy Yard into the spring of 1918.

Shipped thence to France as deck cargo on board the transport *Leviathan* (Id. No. 1326) in May 1918, *Astrea* performed "transport tender" duty as the busy port of Brest through the armistice of 11 November 1918. Sources are in conflict regarding what followed next in her career. While one source indicates that she was returned to the United States as deck cargo on board the Naval Overseas Transportation Service (NOTS) freighter *Teresa* in June of 1919, another, (*Ship's Data*, 1 October 1919) lists the craft's duty station as of that date as "aviation, aboard." In any event, the Navy sold *Astrea* to S. P. Greenlee of Baltimore, Md., on 31 March 1920. Presumably, her name was simultaneously struck from the Navy list.

#### *Astrolabe Bay*

The origin of this name is obscure. Although Navy records explain the name as a "bay in Alaska"—in keeping with the name category for this type of ship—*Astrolabe Bay* fails to appear on contemporary gazetteers or maps. The *Geographic Dictionary of Alaska* (1906) lists what the ship-namers perhaps had in mind—an *Astrolabe Point*, on the mainland of Alaska between

what was then known as Cross Sound and Lituya Bay, named in 1883 for one of the ships in the French expedition under La Pérouse.

The name *Astrolabe Bay* was assigned on 22 January 1943 to the auxiliary aircraft carrier, ACV-60, laid down under a Maritime Commission contract (MC hull 1097) on 5 January 1943 at Vancouver, Wash., by Kaiser Company, Inc. Prior to the ship's launching on 5 June 1943, however, the ship was renamed *Guadalcanal* (q.v.) on 3 April 1943, commemorating the recent successful conclusion of the arduous six-month campaign to wrest that island from Japanese hands.

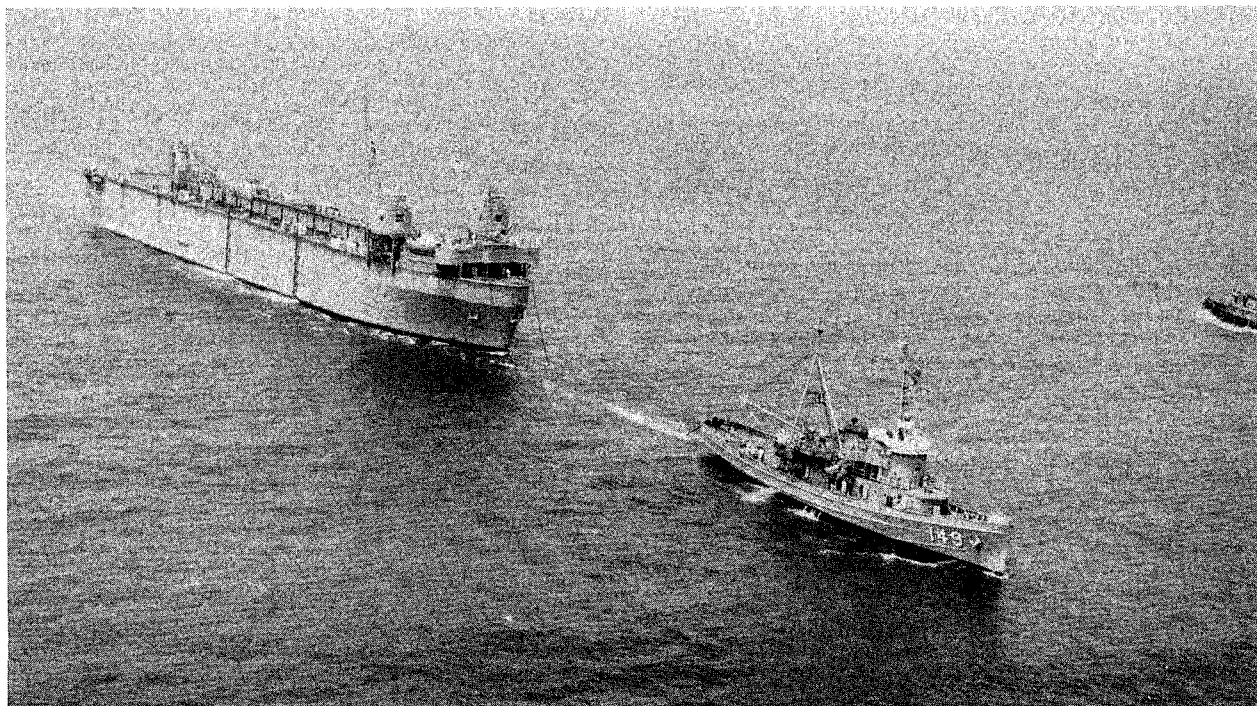
*Astrolabe Bay* (CVE-97) was renamed *Hollandia* (q.v.) on 30 May 1944.

#### *Astute*

(AM-148: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

*Astute* (AM-148) was laid down on 7 December 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 23 February 1943; sponsored by Mrs. M. L. Haney; and commissioned on 17 January 1944.

Following shakedown training, *Astute* transited the Panama Canal and joined the Pacific Fleet. She proceeded up the Pacific coast and ultimately arrived in Alaska waters where she served during the latter part of 1944 and the first half of 1945 conducting patrol and escort duty. *Astute* was decommissioned at Cold Bay, Alaska, on 18 July 1945 and was transferred to the Soviet Union under the terms of the lend-lease program. *Astute* served in the Soviet Navy as *T-523*. The Soviets never returned her to the United States Navy. Reclassified MSF-148 on 7 February 1955, she was carried on the United States Navy list until her name was stricken on 1 January 1983.



*Atakapa* (ATF-149) brings *Oak Ridge* (ARDM-1) into Rota, Spain, 26 June 1964, in this view taken by Photographer 1st Class J. A. Herry. (USN 1104547)

## Atakapa

An Indian tribe that once inhabited territory which is now southwestern Louisiana and southeastern Texas.

(ATF-149: dp. 1,675; l. 205'; b. 38'6"; dr. 15'4"; s. 16.5 k.; cpl. 85; a. 1 3", 2 40mm., 2 20mm., 2 det.; cl. *Abnaki*)

The fleet ocean tug (ATF-149) was laid down on 17 February 1944 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 11 July 1944; sponsored by Mrs. B. H. Wiggs; and commissioned at the Charleston Navy Yard on 8 December 1944.

After shakedown in the Norfolk area, *Atakapa* undertook her first assignment, a tow from the east coast to California, departing Philadelphia on 22 January 1945 and reaching San Francisco on 8 March. From that day through 27 April, she engaged in routine towing operations along the west coast. The ship sailed for Hawaii on the 27th and, upon her arrival at Pearl Harbor on 10 May, resumed her towing operations. This duty was interrupted by a long tow from Pearl Harbor to Eniwetok, which began on 20 June. After reaching Eniwetok on 10 July, *Atakapa* left three days later bound for Johnston Island where she took two craft in tow and proceeded back to Pearl Harbor which she reached on 26 July.

*Atakapa* engaged in towing and salvage operations until 11 August when she departed the Hawaiian Islands bound for the Aleutians. The tug reached Adak on 22 August, a week after Japan capitulated. The units gathered there formed Task Force (TF) 42 and sailed on 1 September for Ominato, Japan. They reached Japan on 13 September, and *Atakapa* served in Japanese waters until April 1946.

The tug returned to Pearl Harbor on 23 April for repairs before heading for the United States late in May. She transited the Panama Canal on 14 June and reached Jacksonville, Fla., on the 25th. The ship reported to Orange, Tex., on 21 August for duty and ultimate transfer to the inactive fleet. She was placed out of commission, in reserve, on 8 November 1946.

*Atakapa* was recommissioned at Orange on 9 August 1951, slightly over a year after communist forces invaded South Korea. She held shakedown training at Newport, R.I., and Norfolk, Va., and made the first major tow of her new career in February 1952, when she pulled a large vessel from Panama to Philadelphia. From April to July, *Atakapa* was stationed at Guantanamo Bay, Cuba, and devoted herself largely to target towing. The vessel returned to Norfolk in July and spent the remainder of the year providing general towing and salvage services in the Norfolk area and along the east coast.

For the next five and one-half years, *Atakapa* maintained a busy schedule of towing and salvage operations. She visited ports along the east coast, in the Caribbean, and along the gulf coast.

On 23 July 1958, the tug began her first Mediterranean deployment in response to internal disorder in Lebanon. While operating with the 6th Fleet, she provided towing and salvage services and made port calls at Suda Bay, Crete; Beirut, Lebanon; Athens and Rhodes, Greece; and Catania, Sicily. Before returning to the United States, *Atakapa* towed a ship through the Suez Canal from Massawa, Ethiopia, to Naples, Italy.

The small ship spent 1959 and 1960 providing general services to east coast ships. In early 1961, she spent six weeks in Puerto Rico participating in Operation "Springboard" and then crossed the Atlantic in May and June with a tow from Mayport, Fla., to Holy Loch, Scotland.

*Atakapa* began 1962 in upkeep at Little Creek, Va., but soon sailed for the Caribbean to take part in Operation "Springboard 62." She provided towing and target retrieval service for units serving at Guantanamo Bay. *Atakapa* returned to Norfolk in June for a tender availability. Upon its completion, she provided services for submarines operating out of Norfolk. In October, the tug reported for duty in the Caribbean in response to the Cuban missile crisis but returned home when tension subsided and ended the year at Little Creek.

On 4 January 1963, the ship sailed to San Juan, Puerto Rico, to take part in Operation "Springboard" for the third straight year, but was back in Little Creek on 7 February for a short availability. During March and April, *Atakapa* received an overhaul. After two months of refresher training, she put to sea in early October, bound for Guantanamo Bay. The tug returned to Little Creek in late November and finished the year in upkeep.

For the first few months of 1964, *Atakapa* operated in the Norfolk area. In June, she proceeded to Rota, Spain, with *ARDM-1* in tow. After releasing the medium auxiliary repair dry dock, she remained deployed with the 6th Fleet for four months. The tug got underway in October to return to the United States, but was diverted en route to escort an LST to Bermuda and thence to Norfolk. They arrived in Hampton Roads on 17 November, and *Atakapa* spent the rest of the year undergoing a tender availability.

After a brief period of local operations, *Atakapa* sailed in early 1965 to the Caribbean to participate in Operation "Springboard." Early in April, she returned to the Norfolk area for an overhaul at the Norfolk Shipbuilding & Drydock Co. Upon completing the yard period, the tug resumed operations in the Virginia capes area. Late in the year, she operated briefly at Guantanamo Bay and, after visiting Ocho Rios, Jamaica, returned to Little Creek.

The ship's first major activity of 1967 was once again Operation "Springboard"—in which she participated from 6 to 19 March. The tug entered restricted availability at Norfolk on 23 April and, soon after it ended, began a deployment to northern Europe on 15 May. She operated in the Norwegian Sea and visited ports in Norway, Scotland, and the Netherlands before returning to Little Creek on 1 October. She operated in the Virginia capes area through the end of the year and into May 1967. On the 19th of that month, the tug got underway for Scotland, reached Holy Loch on 30 May, and on 6 June was underway again for Rota. She operated in the Mediterranean until late September and visited the ports of Suda Bay, Crete; Valetta, Malta; Naples, Italy; Izmir, Turkey; and Palma, Mallorca. *Atakapa* touched back at Little Creek on 29 September; completed a period of leave and upkeep; and, on 27 November, entered overhaul at the Norfolk Shipbuilding & Drydock Co.

The overhaul was completed in mid-April 1968, and the vessel began refresher training. On 13 June, she got underway for operations in European waters and made port calls in Spain, England, Italy, Greece, and Crete. The tug left Rota on 12 October; returned to Little Creek on the 22d; and, on 17 December, began an availability alongside *Vulcan* (AR-5).

On 25 February 1969, *Atakapa* shifted to Little Creek for upkeep. On 15 April, she was deployed to western Europe. She made port calls at Rosyth and Holy Loch, Scotland; Bergen, Norway; Aalborg, Denmark; and Portsmouth, England. She departed Rota on 24 September and reached Little Creek on 7 October.

Late in January 1970, she sailed for Portsmouth, N.H., to tow a ship back to Little Creek. She was deployed to Guantanamo Bay on 13 May to provide target services for warships undergoing gunnery practice. The ship left Cuba on 12 June and next towed a ship from Mayport, Fla., to Philadelphia. On 25 June, the tug was back in the Virginia capes area. Routine towing duties to various ports along the east coast occupied her until 16 October, when she sailed for Baltimore, Md., for hull repairs. On 27 October, she shifted back to a shipyard in Newport News, Va., for the remainder of the overhaul.

Refresher training and upkeep lasted until late in March 1971. *Atakapa* made a brief voyage to St. Thomas, Virgin Islands, then returned to Little Creek on 9 April. She was involved in routine towing operations along the east coast until 11 November when she sailed for Guantanamo Bay. The tug returned to Little Creek on 21 December for the holidays.

After one and one-half months of training, *Atakapa* deployed to Roosevelt Roads, Puerto Rico, on 16 February 1972. She provided target services for units participating in Operation "Springboard," but was back in home port on 23 March. On 1 May, the tug towed *Cache* (AO-67) to Beaumont, Tex., and then pulled a vessel from that gulf port back to Norfolk, arriving there on 16 May. Local operations and availability occupied *Atakapa* through 21 July, when she got underway for Guantanamo Bay. She operated from that Cuban port for the next five weeks and then returned to Little Creek on 30 August for local operations through the rest of the year and the first months of 1973. On 11 April, *Atakapa* sailed for Guantanamo Bay, but was back in the Virginia capes area on 15 May. Another Caribbean deployment occurred from 28 June to 9 August. After her return home, the tug operated along the east coast.

In early 1974, *Atakapa* sailed for the Caribbean for the annual "Springboard" operations. She operated along the east coast for the last few months of her career as a commissioned Navy ship. On 1 July 1974, the tug was decommissioned and turned over



to the Military Sealift Command (MSC). Operating with a civil service crew, USNS *Atakapa* (T-ATF-149) continued to support the Navy carrying out MSC missions for another seven years. During the summer of 1981, she was taken out of service and prepared for transfer to the Maritime Administration's National Defense Reserve Fleet. In September 1981, *Atakapa*—still Navy property—was berthed at the Maritime Administration facility at James River, Va. As of the middle of 1987, *Atakapa* remained inactive in the James River.

### *Atalanta*

A beautiful huntress in Greek mythology who could outrun and outwrestle all men. During the Calydonian boar hunt, *Atalanta* first wounded a dreaded boar and, for her part in the beast's slaughter, received its head and skin as a prize. Since a soothsayer had warned her against marriage, she lived alone in the forest, avoiding her suitors by announcing that she would only wed the man who could best her in a footrace. This stratagem kept her single until Hippomenes tricked her into losing by dropping three golden apples in her path during his dash for her hand. While she stopped to pick up the fruit, he crossed the finish line ahead of the fleet huntress. However, in his happiness over the victory, the youth failed to thank Aphrodite who punished the couple by changing them into lions.

The Continental frigate *Alliance*—commanded by Capt. John Barry—captured sloops of war *Atalanta* and *Trepassey* after a long and bloody battle on 27 May 1781. After repairs, *Atalanta* sailed for Boston under a prize crew but was captured by British blockading warships near Cape Cod on 7 June 1781.

Some naval records indicate that *Atalanta* was the name of a screw gunboat chartered by the Navy in the autumn of 1858 for operations on the Parana River during the American expedition to Paraguay seeking redress for damage incurred by USS *Water Witch* when that small steamer was shelled by Paraguayan guns. However, stronger evidence suggests that this vessel—which was later purchased outright by the Navy and renamed *Sumpter* (q.v.)—was actually called *Atlanta*.

### *Atanus*

A Skittagetan town, occupied by the Dogitunai Indians, on the northeastern coast of Hippa Island, British Columbia, whose name means "bile water."

The name *Atanus* was assigned on 24 March 1945 to the projected *Cholocco*-class large harbor tug, YTB-503, slated for construction at the Luders Marine Construction Co., Stamford, Conn. However, before this service craft was ever laid down, the contract for her construction was cancelled on 5 November 1945.

### *Atascosa*

A river in Texas that rises in Frio County some 25 miles southwest of San Antonio, runs eastward and southerly through Atascosa County, and joins the Frio River a few miles above its confluence with the Nueces River, which then flows southeast to empty into Corpus Christi Bay.

(AO-66: dp. 24,660; l. 547'3"; b. 70'; dr. 31'; s. 15.5 k.; cpl. 281; a. 1 5", 4 3", 4 40mm.)

*Esso Columbia* was built at Chester, Pa., by the Sun Shipbuilding and Dry Dock Co. for the Standard Oil Company of New Jersey; launched on 7 September 1942; sponsored by Mrs. Harold G. McAvenia; renamed by the Navy *Atascosa* and designated AO-66 on 16 September 1942; purchased by the Navy on 12 October 1942; and commissioned on 9 November 1942, Lt. Comdr. Melvin H. Bassett in command.

Following her commissioning at Baltimore, Md., the oiler sailed to Hampton Roads, Va., where she arrived on 19 November. At

the conclusion of a month of trials, she got underway on 19 December for Port Arthur, Tex., where she took on a cargo of fuel oil and gasoline and then returned to Norfolk on 3 January 1943.

After a two-day respite, *Atascosa* left the east coast, bound for Bermuda. She spent one week there before sailing back into Norfolk on 16 January. *Atascosa* made another run to Port Arthur for more oil and discharged that cargo at Norfolk before entering a drydock at the Norfolk Navy Yard for a brief period of repairs. When the oiler was refloated, she began preparations for a deployment to the Pacific.

*Atascosa* left Norfolk on 19 March and, after stops at Galveston and Baytown, Tex., transited the Panama Canal on 4 April. Her ultimate destination was Noumea, New Caledonia, which she reached on 28 April. The oiler discharged her cargo and then loaded more fuel oil and aviation gasoline to be taken to Samoa. She arrived at Pago Pago on 4 May, but left the next day, bound for the United States, and reached San Pedro, Calif., on 28 May. There, she took on a cargo of petroleum and aircraft for transportation to Suva, Fiji Islands, and Noumea, New Caledonia. More shuttling between the west coast and these ports and the west coast occupied June, July, and August. In early September, *Atascosa* left Noumea and set course for Espiritu Santo, New Hebrides. She arrived there on 9 September and began her duties fueling various ships of the fleet. In October, the oiler added Tulagi and Guadalcanal in the Solomon Islands to her fueling stops. She broke this routine somewhat by a trip to Nandi Bay in the Fiji Islands, where she arrived on Christmas Eve 1943. After delivering fuel and supplies, she again got underway on 11 January 1944 to return to Espiritu Santo.

*Atascosa* put to sea on 15 February to rendezvous with Rear Admiral Merrill's Task Force (TF) 39. She fueled three cruisers and four destroyers at sea before returning to Purvis Bay. A second fueling rendezvous with TF 39 took place on 6 March. The oiler stopped briefly at Purvis Bay, then went to Espiritu Santo on 15 March to begin preparations to rendezvous with a part of TF 58. The meeting occurred at sea on 26 March. Shortly after midnight on the morning of 28 March, *Atascosa* was informed that a Liberator bomber had gone down in the vicinity of the fueling group, and she began a search for its crew. Observers on the oiler spotted a life raft, but it proved to be unoccupied, and *Atascosa* soon terminated her rescue efforts. On 29 March, she was servicing units of Destroyer Divisions 93 and 94 when a Japanese plane closed the group. After *Atascosa* fired two rounds at the intruder, the plane quickly departed. The rest of her mission passed without incident, and *Atascosa* retired to Espiritu Santo on 5 April.

On 21 May, *Atascosa* left New Caledonia, bound for the west coast. She arrived at Terminal Island, Calif., on 7 June to undergo a routine overhaul and repairs. The yard work was completed on 22 July, and the ship got underway to return to her wartime duties. She touched briefly at Pearl Harbor before finally arriving at Eniwetok on 11 August. There, she unloaded her deck cargo and serviced a number of destroyers. Standing out to sea on the 17th, the ship fueled battleships *Iowa* (BB-61), *Indiana* (BB-58), and *Alabama* (BB-60). At a rendezvous with the fast carrier task force between Rota and Guam on 4 September, *Atascosa* serviced several destroyers and aircraft carrier *Enterprise* (CV-6).

Air alerts interrupted the oiler's routine at Saipan between the 5th and the 9th, before she steamed to Guam. During September *Atascosa* fueled many units of TF 38. She made stops at Saipan and Eniwetok before arriving at Ulithi on 13 October. She got underway again on 21 October to rendezvous with TG 30.8 in an area east of Luzon. The oiler was fueling TF 38.3 in early November when she encountered high, seas and increasingly strong winds. During the operation, hose lines between ships were carried away several times. On 7 November, while fueling *Langley* (CVL-27), the steel manifold on the after port 6-inch connection was carried away, forcing the suspension of operations. Six members of *Atascosa*'s crew were injured while making and tending gasoline connections. The weather abated on 9 November, allowing the oiler's crew to make temporary repairs so that fueling could be resumed. *Atascosa* put into port at Ulithi on 17 November. She sailed on 10 December to meet fast carrier forces off Cape Engano and again encountered heavy seas. This soon developed into a typhoon; and, by 18 December, visibility was reduced to zero. The next day, the weather had

improved enough to allow fueling to resume. *Atascosa* returned to Ulithi on 23 December for the Christmas holidays.

During January and February 1945, *Atascosa* supported the operations of TG 30.8 and made several meetings with TF 58. She dropped anchor at Ulithi on 3 March for repair work. The ships of TF 58 left Ulithi several days before *Atascosa* departed on 19 March to support their attacks on the Japanese homeland. Her next assignment was to fuel the ships of TG 50.8, which were anchored off Okinawa. *Atascosa* returned to Ulithi on 1 May to undergo repairs and to replenish supplies. In mid-June, *Atascosa* set her course for Okinawa, where she remained for a month. After a brief supply stop at Ulithi, the oiler put to sea on 8 August to rendezvous with TF 38 off southern Honshu. While engaged in this mission, she received word of Japan's capitulation.

*Atascosa* returned to Ulithi on 31 August. However, her service in the Pacific had not yet ended, as she left on 8 September to steam to Tokyo Bay. She remained in Japan until 24 September, then sailed to San Pedro, Calif. The oiler arrived back in the United States on 8 October.

*Atascosa* was decommissioned on 21 January 1946 at Mare island, Calif.; her name was struck from the Navy list on 7 February; and she was transferred to the Maritime Commission on 1 July 1946.

Sold to the Standard Oil Company of New Jersey in 1947 and renamed *Esso Syracuse*, she transferred to Panamanian registry in 1950 but continued serving as *Esso Syracuse* until renamed *Esso Buffalo* in 1961. Later that year, she was sold to the General Cargo Corporation, converted to a freighter, re-registered under the American flag at New York City, and renamed *Spitfire*. She served under that name until returned to Panamanian registry in 1973.

#### Atchison County

Counties in Kansas and Missouri named in honor of David Rice Atchison (1807-86), a Missouri representative, judge, and United States Senator. The Kansas county was established on 30 August 1855 with its seat at Atchison. The Missouri county was established on 23 February 1845 with its seat at Rockport.

(LST-60: dp. 4,080; l. 328'; b. 50'; dr. 14'1"; s. 11.6 k.; cpl. 119; a. 8 40mm.; cl. *LST-1*)

*LST-60* was laid down on 14 November 1943 at Neville Island, Pittsburgh, Pa., by the Dravo Corporation; launched on 24 December; sponsored by Mrs. Daniel W. Mack; and placed in reduced commission on 24 January 1944 so that she might descend the Ohio and Mississippi Rivers—under her own power—to New Orleans where she was placed in full commission on 7 February, Lt. Carl E. Ellis in command.

The new tank landing ship held shakedown training off Panama City, Fla., from 19 February to 4 March; then returned to New Orleans for repairs and loading. She next moved to New York City where she took additional cargo on board for transportation to the United Kingdom. After crossing the Atlantic in convoy, *LST-60* safely arrived in Falmouth, England, on 2 May. From there, she proceeded to Southend-on-Sea to load for the Normandy invasion.

*LST-60* sailed from Southend on 5 June with Commander, Group 3, embarked for the initial assault. Following successful unloading of troops and cargo at Normandy the next day, the ship commenced crosschannel operations, making 53 trips to the French mainland without mishap before being ordered back to the United States for overhaul. Escorting a convoy en route, *LST-60* safely arrived in Norfolk on 1 July 1945 and continued on to New Orleans for repairs.

Originally scheduled to join the Pacific Fleet following overhaul, *LST-60* received new orders with the end of the war on 15 August. Instead, she proceeded to Green Cove Springs, Fla., for inactivation and was placed out of commission, in reserve, on 27 June 1946. The name *Atchison County* was assigned to *LST-60* on 1 July 1955. In 1958, the tank landing ship was declared unfit for further naval service. Her name was struck from the Navy list on 1 November 1958.

*LST-60* earned one battle star for World War II service.

#### Athanasia

An asteroid discovered in 1912. The name, *Athanasia*, is derived from a Greek word which means immortal.

(AF-41: dp. 7,435; l. 338'6"; b. 50'; dr. 21'1"; s. 11.5 k.; cpl. 84; a. 1 3", 6 20mm.; cl. *Kerstin*; T. RI-M-AV3)

*Athanasia* (AF-41) was laid down under a Maritime Commission contract (MC hull 2332) on 14 August 1944 at Beaumont, Tex., by the Pennsylvania Shipyards, Inc.; launched on 12 October 1944; sponsored by Mrs. E. C. Sloat; acquired by the Navy on 13 March 1945; converted for naval service by the Todd Galveston Dry Dock, Inc., Galveston, Tex.; and commissioned at Galveston on 3 April 1945, Lt. James J. Borden in command.

Following brief shakedown training in the Gulf of Mexico, the new cargo ship proceeded to Mobile, Ala., to take on provisions. On 26 April, *Athanasia* sailed for the Pacific. She transited the Panama Canal on 8 May and continued on to Hawaii. The vessel reached Pearl Harbor on the 22d and reported to Service Squadron 8 for duty.

*Athanasia* left Pearl Harbor on 29 May, bound for the Marshall Islands. She arrived at Eniwetok on 4 June and began discharging provisions. Eight days later, the ship got underway for Ulithi. At that atoll, she joined a convoy bound for the Ruykyus. On 26 June, the ships reached Kerama Retto and began discharging dry and frozen provisions to ships of the Fleet. *Athanasia* then moved to Hagushi Bay, Okinawa, and continued her resupply duties. On 12 July, the cargo ship set out in a convoy for the return voyage to Hawaii.

After a two-day pause en route at Ulithi, *Athanasia* moored at Pearl Harbor on 4 August and began reloading her holds. Four days later, she shaped a course back to Okinawa via Ulithi. While she was still en route, she received word of the Japanese capitulation. The ship arrived at Buckner Bay, Okinawa, on 4 September.

Departing on the 12th, *Athanasia* joined a convoy for Pearl Harbor. She had a brief layover at Saipan in mid-September, then pressed on toward Hawaii. However, the ship was diverted to Seattle, Wash. During a dense fog encountered off British Columbia, *Athanasia* grounded on the rocks of Bajo Point, Nootka Island, on 12 October. Salvage operations were conducted, and the ship was refloated on the 21st. She was then towed to Seattle for repairs. On 20 December 1945 the ship was decommissioned and was returned to the War Shipping Administration for disposal. Her name was struck from the Navy list on 8 January 1946.

*Athanasia* earned one battle star for her World War II service.

#### Atheling

In Saxon times, a descendant of royal blood.

(ACV-33: dp. 7,800; l. 495'8"; b. 69'6"; ew. 111'6"; s. 18 k.; cpl. 890; a. 2 5", 16 40mm., 27 20mm.; cl. *Prince William*)

*AVG-33*, an aircraft escort vessel, was laid down on 9 June 1942 at Tacoma, Wash., by the Seattle-Tacoma Shipbuilding Co., under a Maritime Commission contract (MC hull 244); named *Glacier*, for a bay in Alaska, on 1 August 1942; reclassified as an auxiliary aircraft carrier, ACV-33, on 20 August 1942; launched on 7 September 1942; sponsored by Mrs. Richard P. Luker, the wife of Capt. Luker, the commanding officer of the Seattle Naval Station; and commissioned at the builder's yard, on 12 July 1943, Comdr. Ward C. Gilbert in command.

Having been "firmly assigned" to the United Kingdom under lend-lease on 25 June 1943, *Glacier* was fitted out at the Puget Sound Navy Yard, Bremerton, Wash., and, upon completion of that work, sailed for Vancouver, British Columbia, arriving the same day. Decommissioned on 31 July 1943, the ship was simultaneously turned over to the British, who renamed her *Atheling*, and assigned her the "pendant number" D.51.

*Atheling* operated under the White Ensign for the duration of World War II and through most of 1946 until returned to Ameri-

can custody at Norfolk, Va., on 6 December 1946. Declared "not essential to the defense of the United States," the ship was struck from the Naval Vessel Register on 7 February 1947.

Sold through the Naval Disposal Agency to National Bulk Carriers, Inc., of New York, in November 1947, the ship was ultimately acquired by Achille Lauro of Naples, Italy, in September 1947 who had the ship stripped at Jacksonville, Fla., and converted to a passenger liner at Naples. Renamed *Roma*, the ship commenced passenger service in the summer of 1951. Outside of service from 1953 to 1956 on the North Atlantic shipping routes, *Roma* spent the bulk of her peacetime career carrying passengers between the Mediterranean Sea and Australia. After finally reaching Spezia on 4 September 1967 to be laid up, *Roma* was scrapped the following December at Vado, Italy.

#### Athene

The Greek goddess of wisdom and of women's crafts. She was also the patron goddess of Athens.

(AKA--22: dp. 7,080; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 303; a. 1 5", 8 40mm.; 10 20mm.; cl. *Artemis*)

*Athene* (AKA--22) was laid down on 20 January 1944 under a Maritime Commission contract (MC hull 1883) at Providence, R.I., by the Walsh-Kaiser Co., Inc.; launched on 18 June 1944; sponsored by Mrs. Emily Thornton; and acquired by the Navy and commissioned on 29 September 1944, Comdr. Edward R. Nelson, Jr., in command.

On 10 October, the attack transport got underway for shake-down training in the Chesapeake Bay. She left the east coast on 7 November, bound, via the Panama Canal, for Pearl Harbor. *Athene* reached Hawaii on 26 November and began a series of training exercises. The transport sailed for Eniwetok on 27 January 1945 and continued on to Saipan, arriving there on 11 February. *Athene* conducted two days of training exercises for troops scheduled to invade Iwo Jima. She sailed on 16 February, with officers and men of the 5th Marine Division embarked, and dropped anchor off Iwo Jima on the 19th. *Athene* began discharging her passengers on 27 February and got underway for Saipan the next day.

*Athene* returned to Pearl Harbor on 28 June to take on more supplies. She put back to sea on 12 July, bound for the Philippines with intermediate stops at Eniwetok and Ulithi. The attack transport anchored off Leyte on 30 July. For the duration of the war, she shuttled troops and cargo between islands in the Philippine archipelago.

After Japan surrendered, she got underway on 7 September for Yokosuka. *Athene* was moored in Tokyo Bay on 18 September when, due to a typhoon, the ship collided with an LST. This necessitated a repair period at Yokosuka, which lasted through 1 October. One month later, *Athene* began a voyage back to the United States. She paused at Saipan to embark homeward-bound troops and finally reached San Francisco on 23 November. *Athene* returned to Saipan late in December to bring back more troops. While underway to the west coast, she developed boiler trouble and was diverted to Pearl Harbor on 14 January 1946 for repairs.

The attack cargo ship resumed her voyage on 18 January and moored at San Pedro, Calif., on 25 January. She then proceeded to San Francisco. Later that month, *Athene* was assigned to Joint Task Force 1, which was the atomic bomb test unit at Bikini Atoll. Following her return from Bikini, *Athene* was decommissioned at Pearl Harbor on 17 June 1946. Her name was struck from the Navy list on 1 August 1947, and the ship was transferred to the Maritime Commission on 23 September 1947. She was sold in 1960 to the Union Minerals and Alloy Corp., of New York City, and scrapped.

*Athene* earned two battle stars for her World War II service.

#### Atherton

John McDougal Atherton—born in Harrods Creek, Ky., on 3 August 1918—graduated from Harvard in 1940 and enlisted in the Naval Reserve on 28 June 1940. He served on board *Wyoming* (BB-32), where he received his initial training, until August. His enlistment was terminated on 15 September so that he could

accept an appointment the next day as a midshipman at the Naval Reserve Midshipman School located at Northwestern University in Evanston, Ill. On 12 December 1940, Atherton took the oath of office as an ensign in the Naval Reserve. He was released from active duty on the 13th.

On 3 February 1941, Ens. Atherton reported for duty in conjunction with the outfitting of the destroyer *Meredith* (DD-434) at the Boston Navy Yard. He served in that warship for the remainder of his brief naval career. *Meredith* went into commission on 1 March, and Atherton served in her while she carried out patrols in the Atlantic Ocean. Even after the Japanese attack on Pearl Harbor on 7 December, Atherton's ship continued to operate in the Atlantic, escorting convoys and prosecuting the war against U-boats. On 18 February 1942, however, his destroyer departed Boston in company with *Washington* (BB-56) and shaped a course for Norfolk. There, the two warships joined a task force built around carrier *Hornet* (CV-8).

The force, designated TF 18, stood out of Chesapeake Bay on 4 March and embarked upon a long and famous voyage. Steaming by way of the Panama Canal and San Diego, TF 18 entered the Golden Gate on 20 March and moored at San Francisco, where *Hornet* loaded 16 Army B-25 medium bombers and embarked 70 officers and 64 enlisted men under the command of Lt. Col. James H. Doolittle. Ens. Atherton sailed with his ship in the screen of TF 18 on 2 April. The *Hornet* force rendezvoused with *Enterprise* near Midway Island 11 days later, and the combined force, TF 16, headed toward Japan. Discovery by a Japanese surveillance trawler on the morning of 18 April, about 600 miles from Japan and some 200 miles short of the intended launch point, forced the Tokyo raiders to take off from *Hornet* earlier than planned and execute the raid from extreme range. Though it accomplished little from a military standpoint, the raid provided the Americans with an enormous morale boost during their darkest period of the war.

Atherton returned to Pearl Harbor in *Meredith* on 25 April, but he and his ship put to sea five days later in the *Enterprise* task force in the attempt to reinforce Rear Admiral Frank Jack Fletcher's TF 17 before it engaged Japanese carriers in the Battle of the Coral Sea, an effort that was both unsuccessful and, mercifully, not absolutely necessary. Not only did Atherton's task force miss the battle, but his ship was detached from the force on 13 May to escort *Cimarron* (AO-22) and *Sabine* (AO-25) to New Caledonia. After seeing the two oilers safely into Noumea, Atherton's destroyer patrolled off the entrance to the harbor, Bulari Passage. On 15 June 1942 while serving on patrol duty at Noumea, he was promoted to lieutenant (junior grade). The Bulari Passage assignment lasted until 21 June when *Meredith* departed New Caledonia in the screen of *Tangier* (AV-8) and shaped a course for Hawaii. After stops at Fiji and Samoa, his ship arrived back at Oahu on Independence Day 1942.

Between early July and the middle of August, Lt. (jg.) Atherton's destroyer carried out patrols and drills in the Hawaiian Islands. On 15 August, he left Pearl Harbor in *Meredith*, escorting a convoy bound for the southwestern Pacific. After a two-week voyage that took Atherton by way of Suva in the Fiji Islands and Tongatabu in the Friendly Islands, his ship arrived at Pago Pago, Samoa, on 30 August. Early in September, he sailed in *Meredith* when she escorted a convoy of transports from Samoa to Tongatabu. From there, his ship steamed to Espiritu Santo in the New Hebrides where the destroyer began duty screening convoys carrying supplies and reinforcements to Guadalcanal in the southern Solomons.

Lt. (jg.) Atherton and his ship completed one such mission in late September and embarked upon another on 12 October. Two days out of Espiritu Santo, *Meredith*'s task unit received orders to return to port because of strong enemy forces operating in the vicinity of Guadalcanal. The next morning, planes from *Zuikaku* jumped Atherton's ship and sank her after a fierce but unequal struggle. Of the more than 200 on board *Meredith*, only seven officers and 56 enlisted men survived the combat and the subsequent ordeal in the water after the warship sank. Lt. (jg.) Atherton was not among them.

(DE-169: dp. 1,240; l. 306'0"; b. 36'7"; dr. 11'8" (mean) (f.); s. 20.9 k.; cpl. 216; a. 3 3", 6 40mm., 10 20mm., 8 dep., 2 dct.; cl. *Cannon*)

*Atherton* (DE-169) was laid down on 14 January 1943 at Newark, N.J., by the Federal Drydock & Shipbuilding Co.; launched on

27 May 1943; sponsored by Mrs. Cornelia A. Atherton, the mother of Lt. (jg.) Atherton; completed at the Norfolk Navy Yard; and commissioned there on 29 August 1943, Lt. Comdr. Paul L. Mansell, Jr., USNR, in command.

*Atherton* began shakedown in September. During this time, conducted exercises in Chesapeake Bay and made two cruises to Bermuda. On 13 November, she got underway for Puerto Rico. Upon her arrival there, the destroyer escort assumed antisubmarine warfare (ASW) patrol duties in waters between St. Croix, Virgin Islands, and the Anegada Passage. On 24 November, she attacked a submarine contact, but observed no evidence of damage. The ship was relieved three days later and returned to Norfolk on 30 November. There, she began making daily cruises in Chesapeake Bay to train prospective crew members for destroyer escorts. *Atherton* left Norfolk on 11 December to escort a convoy bound for the Panama Canal but was back in Hampton Roads on 27 December.

From January 1944 to May 1945, *Atherton* operated under the control of Task Force 62 on escort duty for transatlantic convoys. She escorted convoys from Norfolk and New York City to various ports in the Mediterranean. These ports included Casablanca, Morocco; Bizerte, Tunisia; and Oran, Algeria. *Atherton* periodically reported to the Boston Navy Yard for overhaul. On 9 May 1945, while en route from New York to Boston, *Atherton* encountered a U-boat. After four depth charge attacks, pieces of broken wood, cork, mattresses, and an oil slick broke the surface. *Atherton*, in conjunction with *Moberly* (PF-63), was later credited with destroying the German submarine *U-853*.

On 28 May, *Atherton* sailed for Guantanamo Bay, Cuba. She arrived on 1 June and held a week of exercises with Escort Division 13 before sailing on 6 June for the Pacific. Proceeding via the Panama Canal and San Diego, *Atherton* arrived at Pearl Harbor on 29 June. There, the ship underwent a tender availability and carried out a series of exercises before getting underway on 15 July for the Marianas. She reached Saipan on 26 July and conducted antisubmarine patrols off Saipan. On 5 August, she got underway for Ulithi, where she operated on picket station until 18 August. Between 19 August and 16 September, *Atherton* made two round-trip voyages escorting convoys to Okinawa. She was then assigned to rescue station duties out of Saipan which lasted through the end of the war.

On 1 November, *Atherton* headed back toward the United States. After stops at Pearl Harbor and San Diego, she transited the Panama Canal and arrived at Jacksonville, Fla., in December. On 10 December 1945, she was decommissioned and placed in reserve at Green Cove Springs, Fla. On 14 June 1955, *Atherton* was transferred to Japan; and, her name was struck from the Navy list.

*Atherton* was awarded one battle star for her World War II service.

### *Atik*

A double star in the constellation Perseus; the name itself is a shortened version of the Arabic *al-Atik*.

(AK-101; dp. 6,610; l. 382'2"; b. 46'1"; dr. 21'6"; s. 9 k.; cpl. 141; a. 4 4", 4 .50-cal. mg., 4 .30-cal. Lewis mg., 6 dep.)

*Carolyn*—a steel-hulled, single-screw steamer—was laid down on 15 March 1912 at Newport News, Va., by the Newport News Shipbuilding and Dry Dock Co., for the A. H. Bull Steamship Lines; launched on 3 July 1912; sponsored by Miss Carolyn Bull (for whom the ship was probably named), a granddaughter of the shipping line's owner, Archibald Hilton Bull (1847–1920); and delivered on 20 July 1912.

For the next 30 years, *Carolyn* carried freight and passengers between the West Indies and ports on the eastern seaboard of the United States. During World War I, she received a main battery of a 3-inch and a 5-inch gun, and a Navy armed guard detachment served in the ship from 28 June 1917 to 11 November 1918. During that time, too, the Navy gave her the identification number (Id. No.) 1608, but did not take her over for naval service.

*Carolyn* pursued her prosaic calling under the house flag of the Bull Line through the Japanese attack on Pearl Harbor. However, soon after that tragic action, events transpired which had a fateful effect upon the ship.

By 12 January 1942, the British Admiralty's intelligence community had noted a "heavy concentration" of U-boats off the "... North American seaboard from New York to Cape Race" and passed along this fact to the American Navy. That day, *U-123* under *Kapitänleutnant* Reinhard Hardegen, torpedoed and sank the British steamship *Cyclops*, inaugurating Operation "*Paukensschlag*," (literally, "roll on the kettledrums") and commencing a vertiable "blitz" against coastal shipping between New York Harbor and the Outer Banks. U-boat commanders found peacetime conditions prevailing along the coast: towns and cities were not blacked-out and navigational buoys remained lighted; shipping followed normal routines and "carried the normal lights." "*Paukensschlag*" had caught the United States unawares.

Committed to fighting the rampaging Japanese in the Pacific and to assuring the safe arrival of vital convoys to Great Britain in the Atlantic, the American Navy could spare few ships to deal with this new threat close to our shores. As a result of the crisis, it launched a new, imaginative, and daring program. Because of the secret nature of the project, its inception is shrouded in mystery. It appears that President Franklin Roosevelt, well-known for his affinity for things novel and naval, desired that the Navy establish a "Q-ship" program similar to that which had been used by the British with some success in the first World War.

Acquired by the Navy from the Maritime Commission, *Carolyn* steamed to Portsmouth, N.H., where she was turned over to the Navy under a bareboat charter at 1530 on 12 February 1942. This followed within two weeks of a dispatch from the Chief of Naval Operations dated 31 January 1942 which had stated his desire that *Evelyn* and *Carolyn* "be given a preliminary conversion to AK in the shortest possible time." A letter from the Chief of the Bureau of Ships elaborated on the "shortest possible time," when it stated on 12 February that the conversion and outfitting of the vessels was desired "by 1 March 1942."

As could be expected, the process of converting two venerable tramp steamers into men-of-war was by no means complete; but, over the next few weeks, the two erstwhile "tramps" were given their main and secondary batteries and sound gear. Nevertheless, they appeared to be mere cargo ships. *Carolyn* became *Atik*, and was given a cargo ship hull number, AK-101; *Evelyn* became *Asterion* (AK-100).

*Atik* (AK-101) was placed in commission at 1645 on 5 March 1942 at the Portsmouth (N.H.) Navy Yard, Lt. Comdr. Harry Lynnwood Hicks, USN, in command. Following fitting out and brief sea trials, she and *Asterion* got underway on 23 March 1942. Soon after leaving port, *Atik* and *Asterion* went their separate ways.

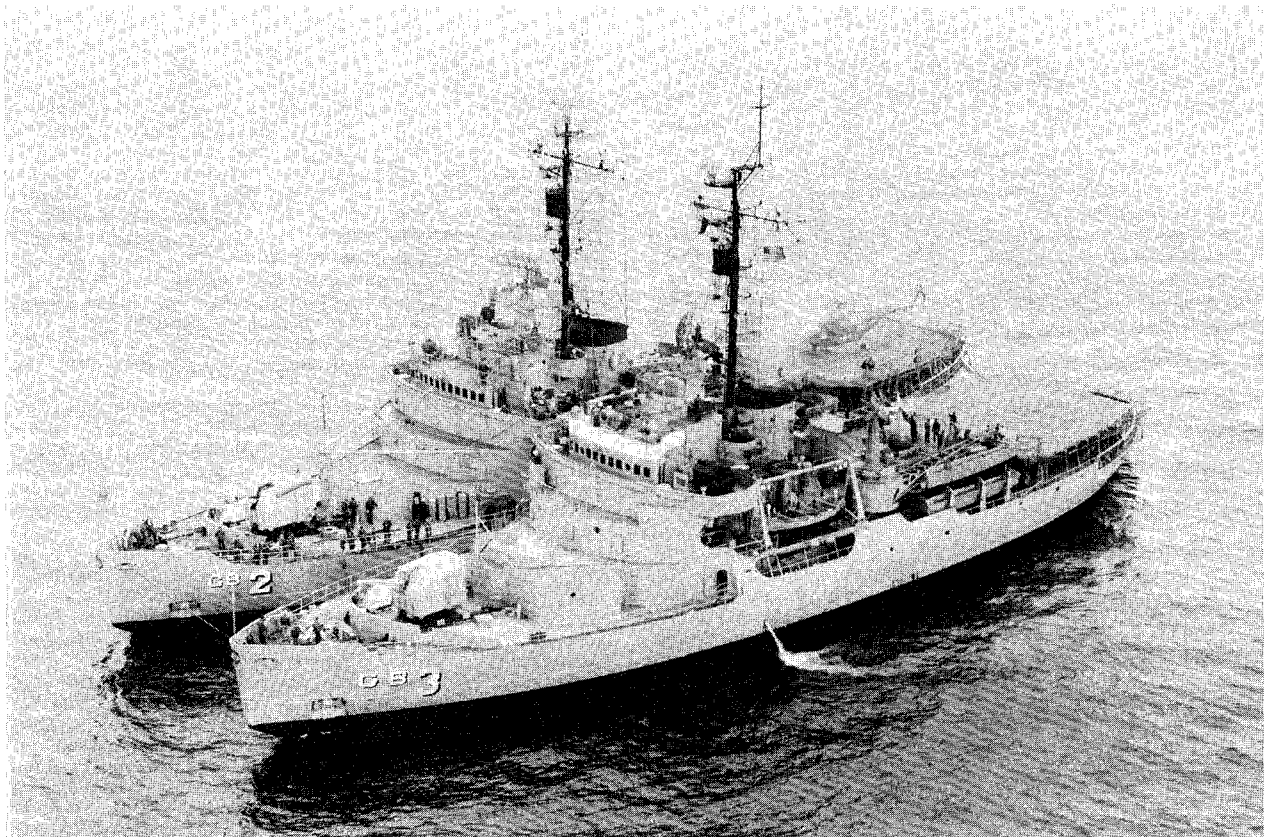
At the outset, all connected with the program apparently harbored the view that neither ship "was expected to last longer than a month after commencement of [her] assigned duty." *Atik's* holds were packed with pulpwood, a somewhat mercurial material. If dry, "an explosive condition might well develop" and, if wet, "rot, with resultant fire might well take place." Despite these disadvantages, pulpwood was selected as the best obtainable material to assure "floatability."

*Atik's* mission was to lure some unsuspecting U-boat into making a torpedo attack. According to the projected scenario, the submarine, having deemed the venerable tramp unworthy of the expenditure of more torpedoes, would surface to sink the crippled foe with gunfire.

The plan presupposed a "backup" which was to come to the rescue whenever a "Q-ship" ran into difficulties. In March, 1942, though, there was no such "safety net." "The commanding officers of the two ships (*Atik* and *Asterion*) were told [that] they could expect little help if they got into trouble as the situation was critical. Every available combatant ship and plane were [sic] being employed to the maximum for convoy and patrol duties."

In the gathering darkness, three days after *Atik* had sailed from Portsmouth, she attracted the attention of the German submarine, *U-123*, on her second war patrol off the eastern seaboard. The U-boat, on the surface, began stalking *Atik* at 2200, and at 0037 on 27 March fired one torpedo from 700 yards away which struck the ship on her port side, under the bridge. Fire broke out immediately, and the ship began to assume a slight list; an SOS went out from the crippled "freighter": "S.S. *Carolyn*, torpedo attack, burning forward, not bad." As *U-123* proceeded around under her victim's stern, her captain, *Kapitänleutnant* Hardegen, duly noted one boat being lowered on the starboard side and men abandoning ship.





*Atka* (AGB-3) and sister ship *Edisto* (AGB-2), moored together at Goose Bay, Labrador, 18 June 1960, in this view taken by Photographer 1st Class Scott. (USN 1051798)

"*Carolyn*" was not dead—yet. After *U-123* turned to starboard, *Atik* gathered steerage way, paralleling her course by turning to starboard as well, and dropped her concealment, commencing fire from her main and secondary batteries. The first shell dropped short of the U-boat, as she made off presenting a small target; the others were off in deflection. A veritable hail of .50-caliber machine gun fire, though, ricocheted around the U-boat's decks as she bent on speed to escape the trap into which Hardegen had fallen. One bullet mortally wounded a midshipman standing watch on *U-123*'s bridge.

Gradually, the U-boat pulled out of range behind the cover of a smoke screen emitted by her straining diesels, and her captain assessed the damage. As he later recorded, "We had been incredibly lucky."

Not so, *Atik*. *U-123* submerged and again approached her daring opponent. At 0229, the U-boat loosed a torpedo into *Atik*'s machinery spaces. Satisfied that this blow would prove to be the coup de grace, *U-123* stood off to await developments as *Atik* settled by the bow, her single screw now out of the water.

Once again, *Atik*'s men could be seen embarking in her boats, as their ship clung stubbornly to life. *U-123* surfaced at 0327, perhaps to finish off the feisty Q-ship once and for all. Suddenly, at 0350, a cataclysmic explosion blew *Atik* to atoms. Ten minutes later, *U-123* buried her only casualty—the midshipman killed by *Atik*'s machine gun fire. *Atik*'s entire crew perished—either in the blast or during the severe gale that lashed the sea soon after the brave ship disintegrated.

The next morning, an Army bomber was dispatched to *Atik*'s last reported position, but found nothing. The destroyer *Noa* (DD-343) and the tug *Sagamore* (AT-20) steamed toward the area as well. Heavy seas forced *Sagamore* to return to port, but *Noa* remained in the vicinity and ultimately sighted wreckage from *Atik*.

*Asterion*, too, had heard her sister ship's cry for help and plodded to the scene, Lt. Comdr. Legwen deeming his orders "sufficiently broad to proceed immediately to her assistance," but *Asterion* encountered casualties to her steering gear, and

only continued the search for 24 hours before being forced to put into Hampton Roads for repairs.

On 9 April, Radio Berlin reported that a U-boat had sunk an adversary after a "bitter battle," but gave no details. It was not until after the war that translated German records shed light on what had become of *Atik*.

### *Atka*

An island in the Aleutian chain.

(AGB-3: dp. 3,395; l. 269'; b. 64'; dr. 29'; s. 16 k.; cpl. 254; a. 1 5", 4 40mm., 8 20mm.; cl. *Burton Island*)

*Southwind* was laid down on 20 July 1942 at San Pedro, Calif., by the Western Pipe & Steel Co.; launched on 8 March 1943; sponsored by Mrs. Ona Jones; and commissioned by the Coast Guard on 15 July 1944, Comdr. R. M. Hoyle, USCG, in command.

After a brief period of service along the coast of Greenland, the ice breaker was transferred to the Soviet Union under the terms of lend-lease on 25 March 1945. Renamed *Admiral Makarov* by the Russians, the ship operated in the Russian merchant marine for four and one-half years before the Soviet Union returned her to the United States at Yokosuka, Japan, on 28 December 1949.

The vessel was repaired at Yokosuka and, on 28 April 1950, renamed *Atka* (AGB-3). She was commissioned at Yokosuka by the United States Navy on 1 October 1950 and got underway four days later for the New England coast. Upon her arrival at Boston, *Atka* entered the naval shipyard there for a thorough overhaul and modernization. The work was completed late in May 1951, and *Atka* began operations from Boston in July.

Throughout her career in the American Navy, the icebreaker followed a routine established by the changing seasons. In the late spring, she would set sail for either the northern or southern polar regions to resupply American and Canadian air bases and

weather and radar stations. In early fall, she would return to Boston for upkeep and repairs. In the winter, the ship would sail various routes in the North Atlantic to gather weather data before returning to Boston in early spring for repairs and preparation for her annual polar expedition.

The ship often carried civilian scientists who plotted data on ocean currents and ocean water characteristics. They also assembled hydrographic data on the poorly charted polar regions. *Atka* was also involved in numerous tests of cold weather equipment and survival techniques.

She was placed out of commission on 31 October 1966 and transferred back to the Coast Guard, where she was redesignated WAGB-280. Her name was struck from the Navy list on 1 November 1966. The vessel resumed the name *Southwind* on 18 January 1967.

### Atlanta

A city in northwestern Georgia. Originally called Terminus and later Marthasville, the community was renamed Atlanta when it was incorporated as a city in 1847. Since Atlanta served as the center of the South's system of military supplies during the first three years of the Civil War, General William Tecumseh Sherman made her a main objective in his drive across the Confederacy to the sea. The city, which was almost completely destroyed by Sherman's artillery during the siege in the late summer of 1864, was rebuilt with comparative rapidity during the Reconstruction period. Atlanta became the state capital in 1868 and has since grown into one of the South's most important centers of industry, transportation, and finance.

When *Atlanta*—a screw gunboat acquired by the Navy in the autumn of 1858—was bought outright on 26 May 1859 under a lease-purchase option contained in the contract of charter, she was renamed *Sumpter* (q.v.).

### I

(IrcRam: t. 1,006; l. 204'; b. 41'; dr. 15'9"; s. 10 k.; cpl. 162; a. 2 150-pdr. r., 2 100-pdr. sb.)

The first *Atlanta*—an iron-hulled, schooner-rigged, screw steamer built at Glasgow, Scotland, by James and George Thompson in the Clyde Bank Iron Shipyard—was completed as *Fingal* early in 1861 and briefly operated between Glasgow and other ports in Scotland for Hutcheson's West Highland Service.

As *Fingal* was beginning her career as a merchantman, on the other side of the Atlantic the United States was sinking deeper and deeper into its secession crisis. Then, soon after the Southern attack upon Fort Sumter plunged the nation into war in mid-April 1861, the Confederate Secretary of the Navy, Stephen R. Mallory, sent James Dunwoody Bulloch to England to buy the warships, ordnance, and widely varied supplies needed by the South's fledgling navy. After reaching Liverpool on 4 June, Bulloch—a former naval officer who had resigned his commission as a lieutenant in the United States Navy on 5 October 1854—quickly arranged for the construction of two fast and powerful cruisers to prey upon Union shipping. He also purchased a large quantity of naval supplies. Next—realizing that he must arrange for a steady flow of new funds before he could go much farther with his purchasing program and also prompted by the fact that the materiel of war that he had already acquired would be useless to the Confederate cause as long as it remained in England—decided to buy a steamship, to fill it with the ordnance that he and an agent of the Southern War Department had accumulated, and to sail in her to America.

To carry out this plan, the enterprising Southern naval agent chartered *Fingal* with an option to buy her upon a moment's notice if circumstances should arise which made such a move seem to be advisable. Under this arrangement, the ship would appear to be a British vessel under the command of a certified English master while she would actually be completely under Bulloch's control. Thus, *Fingal* would enjoy the protection of neutral English colors; yet, in the event she encountered an overinquisitive but none too powerful Union blockader, the English commanding officer might exercise his power of attorney as the agent of the steamer's owner and sign her over to the

Confederate Government. In this way, *Fingal*, under Bulloch's command, could fight for her freedom without compromising British neutrality.

In an attempt to avoid suspicious eyes, the Southern arms were carried by rail and by the coastal steamer *Colletis* from the vicinity of London to Greenock, Scotland, where *Fingal* was moored. When the prospective blockade runner was fully loaded, she got underway on the morning of 10 October; moved down the Firth of Clyde; transited the North Channel; and proceeded south through the Irish Sea to Holyhead, Wales, where Bulloch and other Confederate officials and passengers awaited. On the night of the 14th, as she was slowly rounding the breakwater shielding that port, *Fingal* suddenly came upon unlighted brig *Siccardi*, slowly swinging at anchor. Although *Fingal* barely had steerage way and despite the fact that she quickly reversed her engines, she collided with the dark sailing ship. The steamer's sharp bow pierced *Siccardi*'s starboard quarter, and the brig went down before a boat could be lowered.

While *Fingal*'s boats were carrying out rescue operations, Bulloch and the passengers embarked in the steamer. Bulloch sent a letter ashore to request that Messrs. Fraser, Trenholm and Co.—Confederate financial agents in England—settle damages with the brig's owners. Then, lest *Fingal* be held up by an investigation of the accident which might well bring his whole project to naught, Bulloch ordered the steamer to get underway immediately. She headed for the Azores and replenished her water supply at Praia on the island of Terceira. When the ship reached Bermuda on 2 November, she found CSS *Nashville* in port; and that Confederate side-wheel cruiser supplied her with coal and a pilot familiar with "... Savannah and the inlets to the southward ... " While *Fingal* was at Bermuda preparing for a dash to the Confederate coast, the United States consul, suspicious of her purpose, attempted in vain to persuade her crew to leave the ship.

On the afternoon of the 7th, *Fingal*—cleared for Nassau in the Bahamas—got underway again. Soon after she left port, Bulloch informed the crew that the steamer's real destination was Savannah; but he offered to take anyone who objected to the plan to Nassau. However, all agreed to join in the effort to run the Union blockade; and the ship headed for the Georgia coast. Her two 4½-inch rifled guns were then mounted in her forward gangway ports, and her two breech loading 2½-inch boat guns were put in place on her quarterdeck. The weather was clear as she approached the entrance to Wassau Sound on the night of 11 and 12 November; but, in the wee hours of the morning, a heavy fog settled over the coastal waters and screened the ship from Union eyes, enabling her to slip safely into the Savannah estuary.

The cargo which she brought to the munitions-hungry South consisted of 14,000 Enfield rifles, 1,000,000 cartridges, 2,000,000 percussion caps, 3,000 cavalry sabers, 1,000 short rifles with cutlass bayonets, 1,000 rounds per rifle, her own ordnance, 400 barrels of coarse cannon powder, medical supplies, much military clothing, and a large quantity of cloth for sewing still more uniforms. Recalling the voyage after the war, Bulloch proudly stated that "No single ship ever took into the Confederacy a cargo so entirely composed of military and naval supplies . . ." and every bit of it was desperately needed by Southern forces.

While *Fingal* was discharging her most welcome cargo, Bulloch went to Richmond to confer with Secretary of the Navy Mallory and other Confederate leaders seeking approval of what he had done and what he intended to do. His plans called for him next to return to his ship, to fill her with cotton and naval stores, then to escape through the blockade to sea, and finally to steam on to England.

Bulloch returned to Savannah on 23 November heartened by Mallory's approval of his past performance and of his projected course of action, and he promptly went to work to obtain a cargo of cotton and rosin for *Fingal*'s outward voyage. However, the very next day, the first of a series of events occurred that would keep *Fingal* in port and ultimately would make her useless to the South.

Optimistic because of his great victory at Port Royal, S.C., earlier in the month, Flag Officer Samuel F. Du Pont—the commanding officer of the newly established South Atlantic Blockading Squadron—ordered a Union naval force to waters off Savannah. On the 24th, in response to Du Pont's instructions, Comdr. John Rodgers led a party of Union sailors and marines ashore on Tybee Island, which controlled the mouth of the Savannah River, closing to *Fingal* that avenue of escape. The next